CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Rumania	REPORT	
SUBJECT	The 23 August Railroad Equipment Works at Bucharest	DATE DISTR.	13 Oct. 1955
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1. The 23 August Railroad Equipment Works of Bucharest were originally constructed between 1920 and 1924, purely for the manufacture of steam locomotives. Between 1925 and 1930 the manufacturing program was expanded to embrace the production of rolling stock, Diesel engines, boilders and other items. In 1932 a tube rolling plant was established and in 1934 the manufacture of motor coaches was begun in cooperation with the Ganz Works in Budapest.

2. In 1945 the Rumanian planning authorities decided to concentrate on the manufacture of steam locomotives at the Resita plant, and only special engines (Diesel locomotives and mine locomotives) were left within the province of the 23 August Works. As of 1955 the main object of the 23 August Works was the manufacture of all types of railroad cars and serially-made spare parts for cars. This production included automatic brake equipment, for export as well as for domestic use. In addition to putting out serially-manufactured products, the 23 August Works also handled special orders for equipment for all branches of industry, including the chemical, foodstuffs, petroleum, iron-working, and construction material industries. The Works covered an area of 600,000 square meters and employed some 8,500 employees as of August 1955.

3. The 23 August Works consist of the following main plants:

   a. Car, motor coach, and locomotive plant;
   b. Engine plant;
   c. Brake plant;
   d. Boiler and metal construction plant;
   e. Heavy machinery plant;
   f. Steel, pig iron, and non-ferrous metals foundry;
   g. Foundry;
   h. Seamless drawn tube plant;
   i. Spring plant; and
   j. Institute for Research and the Testing of Materials.

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4. The Works have an ample network of shunting lines and mechanized inside transportation. The technical staff possesses good professional training; some of the technical managers are at the same time instructors at the various Rumanian technical institutes.

5. The car, motor coach and locomotive plant consists of five parallel shops (c. 16,000 square meters) for the manufacture of railroad cars, and one shop (2,300 square meters) for the manufacture of motor coaches and special locomotives. The manufacturing capacity of the plant is approximately 1,000 cars and 100 Diesel locomotives per year. This capacity could be substantially increased without necessitating an alteration of the plant. Each shop is equipped with a five-metric ton traveling crane. The car shops are equipped with approximately 100 machine tools for the machining of special parts. Most of the parts required for the rolling stock are produced by the Works' central mechanical workshops. Between 1945 and 1955 the plant built over 7,000 freight and tank cars. Of this production, 4,000 fifty-ton freight cars were exported to the USSR.

6. The engine plant covers 9,500 square meters and can turn out engines with a total horsepower of 40,000 per year. This figure could be increased without adding to available equipment. The manufacturing program includes Diesel engines of 82-1,000 horsepower which thus far have been exported to East Germany and Communist China.

7. The brake plant covers an area of 9,500 square meters and has an annual output of 5,000 complete sets of brakes for railroad freight and passenger cars. The shop is equipped with two traveling cranes of five metric tons' capacity each. The plant provides brakes for all cars used by the Rumanian railways and supplies brakes for export as well.

8. The boiler and metal construction plant covers some 9,000 square meters and manufactures tanks for 50 cubic meter tank cars, rotary kilns three meters in diameter and 9 meters long for cement mills, and heavy installations for blast furnaces. The metal construction section produces traveling, tower and other types of cranes. The plant possesses a rivetting press for shell rings of four meters' diameter and five meters' length, with rivets up to 32 mm.; rollers for straightening and bending sheet metal up to 30 mm. thick and four meters wide; Kjellberg automatic welding machines; and special equipment for checking welds by means of x-rays.

9. The heavy machinery plant with an area of 9,000 square meters manufactures cog wheels and other heavy parts such as driving runs for cement kilns up to four meters in diameter, flywheels for compressors of four-meter diameter, heavy hydraulic presses, and turbo-blowers. The plant contains traveling cranes with capacities up to 50 metric tons, one 90-ton hydraulic press for railroad car wheels, a lathe for railroad wheel tires, three lathes with horizontal drilling and boring machine for diameters up to 190 mm., two large planing machines (1.5 meters x 4 meters and 2 meters x 6 meters), and a hydraulic slotting machine with a nine-meter stroke.

10. The steel, pig iron, and non-ferrous metals foundry occupies 33,100 square meters and is equipped with two open hearth furnaces, three electric furnaces up to a size of 8.5 x 4 meters, cupola furnaces of six tons per hour capacity, and all the necessary equipment for mass production casting of parts for railroad cars and brakes. The foundry is equipped with traveling cranes of a capacity up to 25 metric tons. The foundry turns out carbon steel, high-speed steel, and high-quality alloyed steels. In addition to supplying the needs of the 23 August Works, the foundry supplies special cast parts to other Rumanian enterprises.

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11. The forge covers 5,800 square meters and is equipped with various types of hammers up to 30 metric tons and with various eccentric, hydraulic, and friction presses up to 1,500 metric tons.

12. The seamless drawn tube plant occupies 64,000 square meters and turns out approximately 80,000 metric tons of tubes per year. The plant has a hot tube rolling mill which turns out tubes up to six inches in diameter and a "Stossbank" installation which produces tubes up to three inches. Both installations are of modern design and provided with automatic temperature controls. Auxiliary equipment makes possible the manufacture of tubes from the above-cited top dimensions down to five millimeters (injection tubes for Diesel engines) through hot and cold drawing. Galvanization and outside protection (asphalting) equipment is also in use. Transport within the plant is fully mechanized. Production includes conduits, boiler piping, and tubes for the petroleum industry, both threaded and unthreaded, with standard or thick walls, and with or without thickened ends.

13. The spring plant covers 2,400 square meters and is equipped with modern machinery for the manufacture of volute, spiral, and leaf springs for rolling stock and other purposes. The plant has a special section for the thermal treatment of springs which is equipped with electric furnaces and baths with precision temperature controls.

14. The Institute for Research and the Testing of Materials occupies a separate modern building which is fitted out with equipment for the conduct of mechanical, metallographic, and chemical analyses.

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